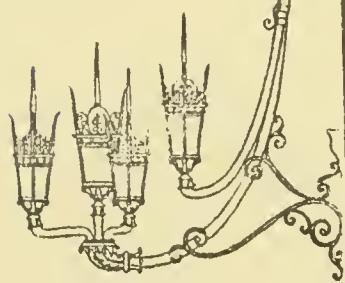


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LIBRARY

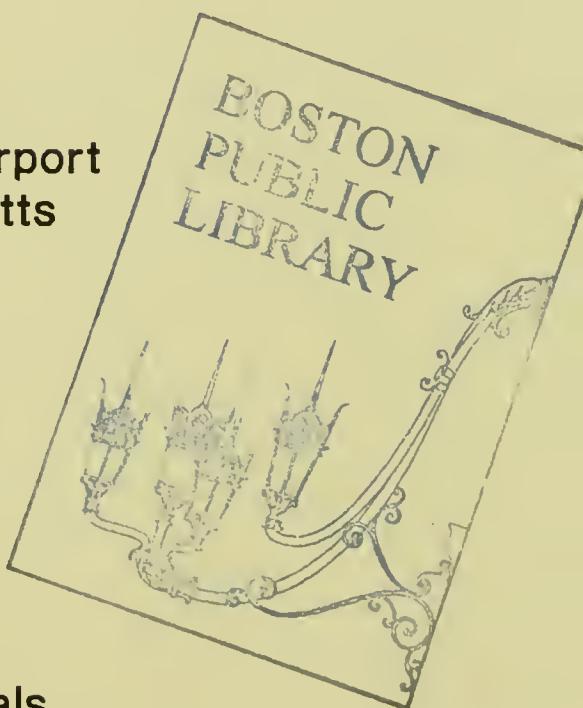


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HARBORSIDE

HARBORSIDE CONFERENCE CENTER AND HOTEL

Logan International Airport
Boston, Massachusetts



Request for Proposals
Architectural Design Competition
February 24, 1989

CONFIDENTIAL

M A C O M B E R

D E V E L O P M E N T

A S S O C I A T E S

HAND DELIVER

March 9, 1989

Mr. Homer Russell
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

RE: Harborside Conference Center and Hotel
Logan International Airport

Dear Homer:

Steve Coyle asked that we include you in our design review sessions for the proposed Harborside Conference Center and Hotel to be built at Bird Island Flats on Logan Airport.

The Harborside project, as you will recall, is the resolution of many years of conflict between Massport and the East Boston Community and the City of Boston. The project enjoys broad support from the neighborhood and has been the subject of numerous public meetings over the years. Massport's BIF Design Advisory Review Committee will continue to meet to discuss the project and its design.

We write to request your personal participation in the design process. The attached Request for Proposals has just been sent to four architectural firms inviting the submission of their design proposals. These proposals are due on April 7, 1989.

One Main Street
Cambridge
Massachusetts
02142

617/ 494-4900

Our BIF DARC review of the submitted design is scheduled for April 13, 1989 at 5:00 pm and we very much would like you to attend. We will call in the hope that the date works with your schedule.

I look forward to your participation.

Sincerely,



Anthony Pangaro
General Partner

AP:adg

cc: E. Friedman

M A C O M B E R

D E V E L O P M E N T

A S S O C I A T E S

HAND DELIVER

April 12, 1989

Mr. Homer Russell
Boston Redevelopment Authority
City Hall Plaza
Boston, MA 02201

RE: Harborside Conference Center and Hotel
Logan International Airport
East Boston, Massachusetts

Dear Homer,

Please be advised that the Bird Island Flats Design Advisory Review Committee Meeting scheduled for Thursday, April 15, 1989 at 5:00 pm will be held at:

Riverfront Office Park
East Arcade Conference Center
One Main Street
Cambridge, Massachusetts

Riverfront Office Park is the first building on the right as you come over the Longfellow Bridge from Boston. Parking is available at no charge to meeting attendees. The building is also easily accessible via the Red Line Kendall Square/MIT Station.

Light refreshments will be served. Please R.S.V.P. Kathleen MacNeil at 494-4900.

Sincerely,

Kathleen MacNeil

Kathleen C. MacNeil
Project Manager

cc: A. Pangaro

K513

One Main Street
Cambridge
Massachusetts
02142

617/494-4900

18

18

M A C O M B E R

D E V E L O P M E N T

A S S O C I A T E S

HAND DELIVER

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Boston Redevelopment Authority
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HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989

A. PROJECT OVERVIEW AND GUIDELINES

**HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989**

A. PROJECT OVERVIEW AND DESIGN GUIDELINES

1. PROJECT OVERVIEW

The Harborside Conference Center and Hotel is an essential part of a larger development located on Logan International Airport, in Boston, Massachusetts. The area, formally known as Bird Island Flats (BIF), consists of 90 acres of property set aside for development. This land has been divided into air cargo and commercial development areas. Massachusetts Technology Center Associates (a partnership consisting of the members of Macomber Development Associates ("MDA")) has been named by Massport as the developer for the commercial portion of the site now called "Harborside".

Twenty acres have been set aside for such commercial development and separated into three zones: Zone One is dedicated to office, research and assembly space, as well as a structured garage; Zone Two for additional office use; and Zone Three for a 270 room conference center and hotel and additional buildings for office and manufacturing uses, as well as additional parking facilities.

BIF, created in the early 1970's by filling portions of Boston Harbor, is prime waterfront property. The property is owned by the Massachusetts Port Authority (Massport), and is leased to MDA under a long-term ground lease. Massport and MDA are committed to creating a viable commercial development on BIF, which is to be complimentary to the local East Boston economy and compatible with the operation of Logan Airport.

The Massachusetts Technology Center (MTC), Building One at Harborside is an 180,000 sf office and R & D facility, completed in 1985 and is now in use. The Harborside Conference Center and Hotel is the next phase of development.

2. GOALS AND OBJECTIVES

The prominence of the Harborside site leads us to sponsor this design competition. The project demands the highest quality architectural design.

- The Harborside Conference Center and Hotel will be located on an exceptional waterfront site at the gateway to Boston Harbor. Considerable resources have already been devoted to the study of the site's parameters, the program requirements and various design alternatives. The competition is intended to encourage imaginative solutions which maximize the site's potential.
- Harborside is part of an overall master plan for the BIF development. It is important that all parties with an interest in the site be involved in the design process and understand the evolution of its design. The Harborside Hotel must carefully "fit" with the public Harborwalk Park, the Downtown/Logan water shuttle and its dock, and the proposed Harborpoint Park.
- The Harborside Conference Center and Hotel has a construction budget of approximately \$19 million dollars, including all foundation and site work. In addition, \$6 million dollars is budgeted for interior furnishings and equipment. All design submissions must be in keeping with this budget.

- Harborside will be operated by Marriott, Westin, or a similar class of operator. The hotel design must accommodate large conference and group business, as well as transient business, tourists and other airport users.
- Interior spaces will be dictated by the operator's program. The relationship of these spaces should display an efficient and economical floor plan for construction and hotel operations.

MDA is committed to providing a first class luxury conference center and hotel which effectively utilizes the advantages of the site yet recognizes its constraints. The selected concept will stem from the architect's sensitivity in dealing with an important New England waterfront location, adherence to the operator's program, creation of an efficient floor plan, appropriate use of materials, and the establishment of architecture with a timeless quality.

3. DESIGN CONSIDERATIONS

The Harborside Conference Center and Hotel must be a visually attractive addition to the Harborside development. Harborside will be viewed from the East Boston neighborhood, downtown Boston, and other parts of the airport. It's design should consider views to the Boston skyline and harbor islands, the new Harborwalk waterfront park and other uses planned for the site, including the existing Massachusetts Technology Center office building.

DESIGN REVIEW

The Massachusetts Port Authority has design review approval of all Harborside structures. An advisory panel, the Bird Island Flats Design Advisory Review Committee (BIF DARC), was established by Massport to assist in design review. This committee of approximately twenty members is comprised of representatives from the airport business community and the East Boston neighborhood.

ZONING AND BUILDING CODES

Under existing law, development on Bird Island Flats is not regulated by the City of Boston or the Boston Redevelopment Authority ("BRA"). Buildings on Massport property must conform to the Massachusetts State Building Codes and are reviewed and approved by the State Department of Public Safety and Massport's Logan Fire Department. The proposed Conference Center and Hotel must also adhere to the Architectural Access Board's regulations.

THIRD HARBOR TUNNEL

The alignment of the proposed Third Harbor Tunnel will impact the project. In particular, the Tunnel's vent stack location and size is of concern to the designer. (See enclosed preliminary Third Harbor Tunnel location plan.)

Harborside Conference Center and Hotel's HVAC air intake locations and guest room "view corridors" must be considered carefully because of the Tunnel's impact upon the site. It appears that the HVAC intakes will have to be located on the lower floors of the project to the west side of the site. In addition, further study will be required during design development to adequately address these concerns.

ACCESS

Access to the hotel is via Harborside Drive. All visitors, suppliers, and employees of the hotel must use this road if they are travelling by automobile. This road is also heavily utilized by cargo trucks and other airport service vehicles. Curb cut locations serving the proposed hotel will need to consider traffic safety on Harborside Drive.

In addition, the hotel entrance as currently proposed is located on the same drive as public bus access to the Logan/Downtown water shuttle. Separation of shuttle bus, taxis and other drop off vehicle traffic needs to be considered in conjunction with the additional traffic generated by hotel visitors. Separate access points for employees and service loading areas is to be provided.

HEIGHT LIMITATIONS

Federal Aviation Administration ("FAA") regulations maintain a clearance restriction requirement for buildings in excess of 90 feet, without further FAA review and approval. MTCA previously requested and received FAA approval for heights at Harborside in excess of 90 feet. Nonetheless, a new application for a hotel higher than 90 feet will need FAA approval.

The cost of foundations, program requirements and egress paths will all play a role in determining the height of the building. The hotel may not, under any circumstance, be higher than 170' from grade.

BUILDING CONFIGURATION

Beyond those described in this RFP, no additional FAR or other building configuration regulations have been established for the Harborside project at BIF. However, community concerns, Massport Design Guidelines, noise buffering capabilities, the location of the Third Harbor Tunnel vent shaft, and the below grade box culvert (which cannot be traversed by the building's superstructure), and the operator's program requirements will influence the shape of the proposed facility. Cost factors must be taken into consideration.

An efficient guest room floor plan is essential in operating a hotel, and such a plan will have a primary affect on the building's size and mass. Between 20 and 24 guest rooms per

BUILDING CONFIGURATION (continued)

floor are considered ideal, but are not mandatory. Walking distances from elevators to guest rooms are also critical, with 150' considered a maximum distance. Main conference areas, kitchens, and restaurants are to be located to allow for economical HVAC and plumbing systems and allow for column free space in the ballroom areas. Guest rooms must place plumbing back to back, and plumbing offsets must be minimized.

ACOUSTIC CONSIDERATIONS

Due to the high levels of aircraft noise at the site, design must mitigate sound levels within the building and at any proposed outdoor spaces. The existing MTC Building utilizes triple glazed windows, brick walls and ballasted roofs, as well as acoustically lined duct work, to significantly lower airport noise inside the building. The cost of such measures should be considered in the design of walls and other fenestration details. Glass curtain walls create special challenges in this regard and should be avoided.

Outdoor areas require careful thought so as to provide useful spaces.

PARKING

The hotel is estimated to generate a need for approximately 325 parking spaces. Initially, these spaces are to be on grade. Future development will increase the need for parking and it is likely that a structured garage will be built on at least a portion of the on grade parking lot in Zone 3 in the future. The location and massing of this garage must be shown on plans submitted.

Access to this parking area and future garage from Harborside Drive is to be integrated into the plans.

HOTEL ENTRY

The hotel entrance is to be readily identified by the approaching hotel guest. The drop off area is to be protected from the weather with special considerations given to waterfront conditions, such as a porte cochere. In addition, adequate space is to be allowed for at least eight vehicles to lay-by at the entry at one time.

RECREATION AREAS HARBORPOINT PARK/HARBORWALK

Public pedestrian access among the hotel, Harborpoint Park, Water Shuttle, and the Harborwalk need to be considered and reflected in the design of Harborside. The Harborwalk is a public park open to all. Hotel outdoor spaces must be capable of control by the hotel operator and yet be visible from the Harborwalk.

RECREATION AREAS HARBORPOINT PARK/HARBORWALK (continued)

The Health Club in the Harborside program is to be accessible to the Harborpark and/or the Harborwalk as part of its public recreation areas. Use of the Health Club must be possible without interference to hotel activities. A separate, though controlled, entrance is appropriate from the Harborwalk.

Harborside should provide for connections to outdoor activities which utilize the linear Harborwalk Park. A pavilion similar to the existing structure at Mass Tech Center will be designed and erected by Massport along the Harborwalk near the hotel. This pavilion will need to be coordinated with the hotel program so that it becomes an active place. The Harborpoint Park will be located at the far southwest corner of the site and will also be designed and constructed by Massport. The timing of Harborpoint Park may not coincide with the hotel; however, consideration for the future use of this area must be included in the hotel's site design. The hotel should provide for a clear edge against the Harborpoint Park.

THE WATER SHUTTLE

The water shuttle to downtown Boston docks at the northern edge of the hotel site and is a possible location for an entrance to the hotel. Coordination of people and vehicles in this area must be carefully considered. Tour buses, airport terminal buses, and taxi waiting zones need to be located on the site in such a way that traffic is carefully channeled. Efficient use of the limited site area is essential.

THE WATER SHUTTLE (continued)

The public's use of the hotel's cafe, for coffee and rest rooms should encouraged.

The ferry dock apron should become a place of activity as well as a location to gain access to downtown. Hotel guests will use the ferry to a large extent, and it is considered a hotel amenity.

OTHER DESIGN CONSIDERATIONS

The designer must maintain a relationship among all of Harborside's buildings at BIF. Consideration is to be given to the existing Mass Technology Center design and massing. The proposed hotel should consider the waterfront context of the site, and its relationship to the existing building's use of materials, colors, scale, and massing. The designer is asked to avoid the use of aircraft or flight-related themes in the design of the proposed project.

The first floor elevation of the hotel is to be at 19.0' above the Logan Airport datum. The existing ground elevation is at approximately elevation 17.0'.

A "site grid" is to be established which ties the existing Mass Technology Center with the proposed hotel and other future buildings. This grid will establish the geometries that locate future buildings in relationship to the water's edge, and orients the visitor in the currently unregulated geometry and large scale environment.

4. SUBMISSION REQUIREMENTS

1. Site Plan at 1" = 50'-0"

Indicate the relationship of the Harborside Conference Center and Hotel to the Harborwalk, water shuttle, Harborpoint Park, on grade parking, future garage, and other planned structures at BIF. Vehicular access to the hotel is to include taxis, busses, and service vehicles. The site's opportunities and constraints are to be noted, i.e., views, access roads, utility constraints, noise sources, prevailing winds, etc.

2. Floor Plans and Elevations at 1/16"= 1'-0"

Elevations are to indicate material selection, window types, colors, shadow lines, etc. as well as datum elevations from Logan Airport base.

Floor plans must show type of room and furnishings per the program. All typical guest rooms are to be enlarged to 1/4" = 1'-0".

3. Wall sections at 1/2" = 1'-0" are required at exterior acoustic walls, guest rooms and public areas. Sections are to indicate floor to ceiling height and mechanical spaces.

4. Renderings of the building exterior from downtown Boston or Jeffries Point, interior lobby spaces, outdoor spaces or other special features of the design may be included, but are not required.

5. Architectural drawings showing the view from hotel guest rooms to downtown, the Harbor islands, proposed Third Harbor Tunnel vent shaft would be helpful.
6. Architectural model @ 1" = 16'-0".
7. Woodblock massing model @ 1" = 100'-0" for inclusion in existing master plan model. A template will be provided.
8. Computation of program square footage in a format similar to the program provided in Section III.
9. Proposed design team, including resumes of the individuals suggested and their specific tasks; a list of proposed key consultants; fee structure to complete schematics, design development, and construction documents. This information is to be submitted separately in a sealed envelope.

5. PROCEDURE AND SCHEDULE

6. OWNERSHIP OF IDEAS

All design proposals and ideas submitted will become the property of Macomber Development Associates regardless of whether the firm is selected to design the Harborside Conference Center and Hotel.

Macomber Development Associates reserves the right not to award the design contract for the project to any of the firms competing and to utilize part or all of the consultant team members.

7. CONFIDENTIALITY

All persons and organizations receiving this form agree that the material contained herein and produced hereunder is to be kept in strict confidence and not released without the expressed written permission of Macomber Development Associates.





HARBORSIDE CONFERENCE CENTER AND HOTEL

Design Competition

February 24, 1989

B. MASSPORT/KRUEGER

HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989

B. MASSPORT/KRUEGER ASSOCIATES DESIGN GUIDELINES

The attached Design Guidelines dated January 30, 1989 prepared for Massport by Kreuger Associates, Inc. are intended as generally desireable principals that will be the basis of Massport's review of the project design. They are not "hard and fast" rules by which a proposal will be judged or which should unnecessarily restrict design.

Respondents to this RFP are advised to carefully note any intended deviations from the Guidelines, and to describe the justification for such deviation.

Krueger Associates Inc.

Architects, Planners, Landscape Architects

Paul H. Krueger AIA, ASLA

**MASSPORT CONTRACT 1-295K
LOGAN SOUTH HOTEL DEVELOPMENT
DESIGN GUIDELINES
30 January 1989**

A. GENERAL

1. These Guidelines are intended as basis for Design Review under Master Lease provisions. There may be overriding requirements in other documents.
2. The permanent use of land in zones two and three is governed by the terms of the land lease granted by the Massachusetts Port Authority to Macomber Development Associates'.
3. The Buildings are to face the water's edge so as to effectively screen both the view and sounds of vehicle and aircraft movement from Jeffries Point neighborhood view points.
4. The Buildings are to be substantial structures designed for a 50-year life span; of durable materials well detailed to withstand the effects of wind, rain, sunlight, ozone, freeze-thaw, and marine environment. The Buildings shall be not less than Type of Construction required by Massachusetts Building Code. All development shall meet or exceed the requirements of the MA Architectural Access Board.
5. Massport reserves the right to approve color, proportion, massing and detailing.
6. Landscape development shall continue Massport Masterplan intentions to provide high quality landscape development
7. The developer will be responsible for co-ordination of his work with the development of the Third Harbor Tunnel and vice versa.
8. Utilities have been provided by Massport. The developer shall be responsible for their extension to serve the proposed buildings, roads, and parking area.

B. ROADS AND PARKING

1. An interior loop road is strongly suggested to serve the Hotel traffic and for access to Point Park and to other development parcels in zone three.
2. Pending further study by the developer of traffic generation and required waiting spaces, Massport deems it desirable to segregate Ferry Landing traffic from the hotel entrance traffic while integrating the pedestrian activities of these two uses.
3. Massport shall control all curb cuts on Harbor Road.
4. The developer shall provide traffic generation information for development related traffic movements on Harbor Road to Massport for a comprehensive traffic study update.
5. The maximum total parking for Zones 1, 2, 3 combined is 1100 cars; the developer shall indicate the distribution and use of all parking.

Krueger Associates Inc.

Architects, Planners, Landscape Architects

MASSPORT CONTRACT 1-295K LOGAN SOUTH HOTEL DEVELOPMENT DESIGN GUIDELINES Page 2

B. ROADS AND PARKING (continued)

6. The developer shall confirm parking requirements based on hotel/meeting/food service program and arrival mode split (with private car to park, by public transit, by shuttle or limo, or by tour bus). The developer shall provide at least one space per guest-with-car and make provision for employee parking.
7. All surface parking shall be effectively screened from view from Harbor Walk and Point Park.

C. FERRY LANDING

1. Massport shall build and maintain the Ferry Landing and all docking facilities; the developer's designs shall not preclude reasonable expansion of vehicular drop-off area.
2. Conflicts may occur between vehicular movements associated with the Ferry and Fireboat piers and vehicular traffic generated by and associated with the Hotel's main entry. Primary hotel entry design must clearly recognize and resolve such conflicts.
3. Food and beverage service, a secondary hotel entrance, and related outdoor space are encouraged to compliment Ferry Landing pedestrian activities.
4. A covered waiting "gazebo" may be provided by Massport
5. Planting in this area shall be provided by the developer to follow Massport landscape standards.
6. Traffic Control shall be provided by Massport; schematic layout of the road may be suggested by the developer; final design of the intersection with Harbor Road is subject to Massport approval.
7. Allowance shall be made for automobile entry to Zone 2 office development.
8. Direct access to parking and service entrance to the hotel are prohibited from the Ferry Landing road.
9. Parking for private development shall be effectively screened from view from bus stop.

D. HARBOR WALK

1. Massport shall build and maintain the Harborwalk; Massport and the developer shall co-ordinate location of viewing terrace.
2. No parking shall be visible from walk
3. An active relationship between hotel/meeting uses and Harborwalk is required to compliment walk development.
4. A Viewing Terrace built by Massport and similar to the others along the Harborwalk shall be related to a public space hotel entrance/exit - (preferably meeting/prefunction rooms). Public Art shall be coordinated with the developer.
5. At Ferry end - food service outlet preferred.
6. At Park end - sport recreation, exercise, informal outdoor use is preferred.

Krueger Associates Inc.

Architects, Planners, Landscape Architects

MASSPORT CONTRACT 1-295K LOGAN SOUTH HOTEL DEVELOPMENT DESIGN GUIDELINES Page 3

E. POINT PARK

1. Massport shall build and maintain Point Park.
2. A Major Sculpture shall be provided by Massport.
3. The park shall provide space for passive public recreation: (1/2 hr. walk from Jeffries Point neighborhood).
4. Buildings are required to give definition to the park.
5. Parking for five cars shall be provided for public use. The developer shall guarantee public access from the loop road.
6. Service/maintenance access shall be provided to Massport for skimmers and oil separator.
7. Emergency access to Harbor walk for ambulance, EMT, fire command, security services shall be provided for Massport.

F. BUILDING DESIGN REQUIREMENTS

1. Building Height:

The maximum height of the building including all appurtenances shall be 150 feet above ground except that a greater height may be permitted by prior FAA approval. Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be filed with the FAA for approval. In no case shall building be considered with a maximum height greater than 197 feet above ground.

2. Floodlighting:

Facade lighting shall be allowed subject to Massport and FAA approval with provision that not more than 10% light spill upward or within 20 degrees of vertical and no light spill away from the Building face from horizontal to 70 degrees above horizontal. In addition, after installation, all lighting must be "adequately adjusted or shielded to prevent interference with air traffic control and aircraft operations" and receive approval of Air Traffic Control.

3. Building Identity Signage:

Massport is developing Airport-wide Signage Design Standards which will apply to the hotel development. The following are suggested standards for initial design input; Massport reserves the right to review all sign designs and to waive or modify requirements in the interest of design.

General: No motion, flashing or color change; 10" maximum projection from wall.

Tower Parapet: Backlighted; logo only preferred.

Ground Sign: Maximum 20 ft. high, 2 faces, maximum 200 sq. ft. sign area, backlit 20 ft.-Lamberts maximum surface brightness.

Krueger Associates Inc.

Architects, Planners, Landscape Architects

MASSPORT CONTRACT 1-295K LOGAN SOUTH HOTEL DEVELOPMENT DESIGN GUIDELINES Page 4

3. Building Identity Signage: (continued)

Building Sign: Limited to 1st or 2nd story only; backlit; maximum text height = 48". May not face water directly. Maximum: 2 signs facing different directions.

Canopy Sign: At front entrance/car drop-off; 6" maximum text height

Entrance and Direction Signs: Maximum 35 sq. ft. rectangle surrounding text.

4. Flags:

Flags of nation, state, and city are encouraged and may be displayed. Abstract graphics, "flags for color", advertising flags, and logo flags are discouraged and may be displayed only with express permission of Massport.

G. LANDSCAPE DEVELOPMENT

1. The Landscape design concept shall follow the overall design concept of the airport master plan design.
2. Plant materials shall be used to screen undesirable views and to frame desirable views.
3. Landscape materials (planting, paving, "furnishings", structures, lighting) shall match the Harborwalk development as much as possible and shall provide design continuity with public development.
4. Plant materials shall be chosen for hardiness, ease of maintenance and attractiveness. All material shall be supplied in large sizes and spaced closely enough to provide a full and finished appearance in the second growth season after planting. Plant material shall be properly prepared for transplanting and shall carry a two year replacement guarantee.
5. Outdoor lighting source choice shall be in keeping with Airport Masterplan and shall provide both for vehicular safety and pedestrian delight.



HARBORSIDE CONFERENCE CENTER AND HOTEL

Design Competition

February 24, 1989

C. ARCHITECTURAL PROGRAM

HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989

C. ARCHITECTURAL PROGRAM

Summary

1. Food and Beverage	7,300 sf
2. Function	16,340 sf
3. Commercial Space	900 sf
4. Recreation	6,100 sf
5. Public Circulation	9,000 sf
6. Administration	4,700 sf
7. Kitchen	5,250 sf
8. Employee Facilities	2,400 sf
9. Miscellaneous (back of house)	20,100 sf
10. Guest Rooms	<u>133,596 sf</u>
Total Conference Room and Hotel	205,686 sf

HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989

1. FOOD and BEVERAGE

Three Meal Restaurant (110 seats)	2,750 sf
Swing Area (40 seats)	1,200 sf
Conference, Coffee and Deli (50 seats)	1,250 sf
Lounge (50 seats)	<u>1,500</u> sf
Net Total Food & Beverage	6,700 sf
Gross Total Food & Beverage	7,300 sf

2. FUNCTION

Grand Ballroom	3,000 sf
Junior Ballroom (subdividable into 2 rooms)	2,840 sf
Junior Ballroom (subdividable into 3 rooms)	2,100 sf
Meeting Room (subdividable into 2 rooms)	1,600 sf
Meeting Room (subdividable into 4 rooms)	2,400 sf
Auditorium (40 fixed seats)	1,000 sf
Boardrooms in Guest Rooms (4 @ 400 sf ea)	1,600 sf
Meeting Rooms in Guest Rooms (2 @ 400 sf ea)	<u>800</u> sf
Net Total for Function	15,340 sf
Gross Total for Function	15,340 sf

HARBORSIDE CONFERENCE CENTER AND HOTEL
Design Competition
February 24, 1989

3. COMMERCIAL SPACE

Gift Shop	800 sf
Shoe Shine Alcove	50 sf
Barber Alcove	<u>50 sf</u>
Net Total for Commercial Space	900 sf
Gross Total for Commercial Space	900 sf

4. RECREATION

Indoor Pool with Lockers	3,200 sf
Exercise Area/Health Club	1,500 sf
Toilets	<u>1,000 sf</u>
Net Total for Recreation	5,800 sf
Gross Total for Recreation	6,100 sf

5. PUBLIC CIRCULATION

Main Lobby	2,100 sf
Corridors, Grand Stair	2,750 sf
Ballroom, Assembly, Prefunction	<u>3,750 sf</u>
Net Total for Public Area Circulation	9,000 sf
Gross Total for Public Area Circulation	9,000 sf

HARBORSIDE CONFERENCE CENTER AND HOTEL

Design Competition

February 24, 1989

6. ADMINISTRATION

Front Desk, Length 26'/Baggage Check Area	750 sf
Executive	1,050 sf
Sales/Catering	1,200 sf
Accounting	1,000 sf
Personnel at Receiving Dock	250 sf
Convention Manager	<u>80</u> sf
Net Total for Administration	4,330 sf
Gross Total for Administration	4,700 sf

7. KITCHEN

Bakeshop	5,000 sf
Auxiliary to Banquet	<u>250</u> sf
Net Total for Kitchen	5,250 sf
Gross Total for Kitchen	5,250 sf

8. EMPLOYEE FACILITIES

Men's Toilets/Lockers (120 employees)	750 sf
Women's Toilets/Lockers (140 employees)	850 sf
Cafeteria (w/ service line & dishwasher)	<u>800</u> sf
Net Total for Employee Facilities	2,400 sf
Gross Total for Employee Facilities	2,400 sf

HARBORSIDE CONFERENCE CENTER AND HOTEL
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9. MISCELLANEOUS (back of house)

Public Toilets	1,500 sf
Public Telephone	300 sf
Circulation (stairs, elevators, corridors)	8,000 sf
Security Office	100 sf
Holding Storage	600 sf
Banquet Storage (plus 400 sf loft storage)	1,200 sf
Landscape Storage	100 sf
Engineering and Maintenance	800 sf
Mechanical/Electrical	4,000 sf
Pool Equipment	150 sf
Telephone Equipment Room	200 sf
Laundry	1,500 sf
Soiled Linen	100 sf
Housekeeping	1,300 sf
Guest Laundry	150 sf
Fire Control Room	<u>100 sf</u>
Net Total for Miscellaneous	20,100 sf
Gross Total for Miscellaneous	20,100 sf

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10. GUEST ROOMS

	SF	Bays	Keys	Total SF
Double/Double Concierge	357	6		2,142
King Concierge	357	30		10,710
Access to King		P E R	C O D E	
Double/Double - Typical	357	144		51,408
King - Typical	357	85		30,345
Suite - Bedsitting	714	4	2	1,428
Suite - Hospitality	714	6	3	2,142
Concierge Lounge	1071	3	0	<u>1,071</u>
Total		278	270	99,246

GUEST ROOM SUPPORT

Circulation	15,350 sf
Linen Rooms	1,800 sf = 120 sf/floor
Vending	1,200 sf = 80 sf/floor
Stairs, Elevators, Penthouse	
Chases, Stair Walls	<u>16,000 sf</u>
Total Net Guest Room Support Space	34,350 sf
Total Gross Guest Room Space	133,596 sf

ROOM MODULES

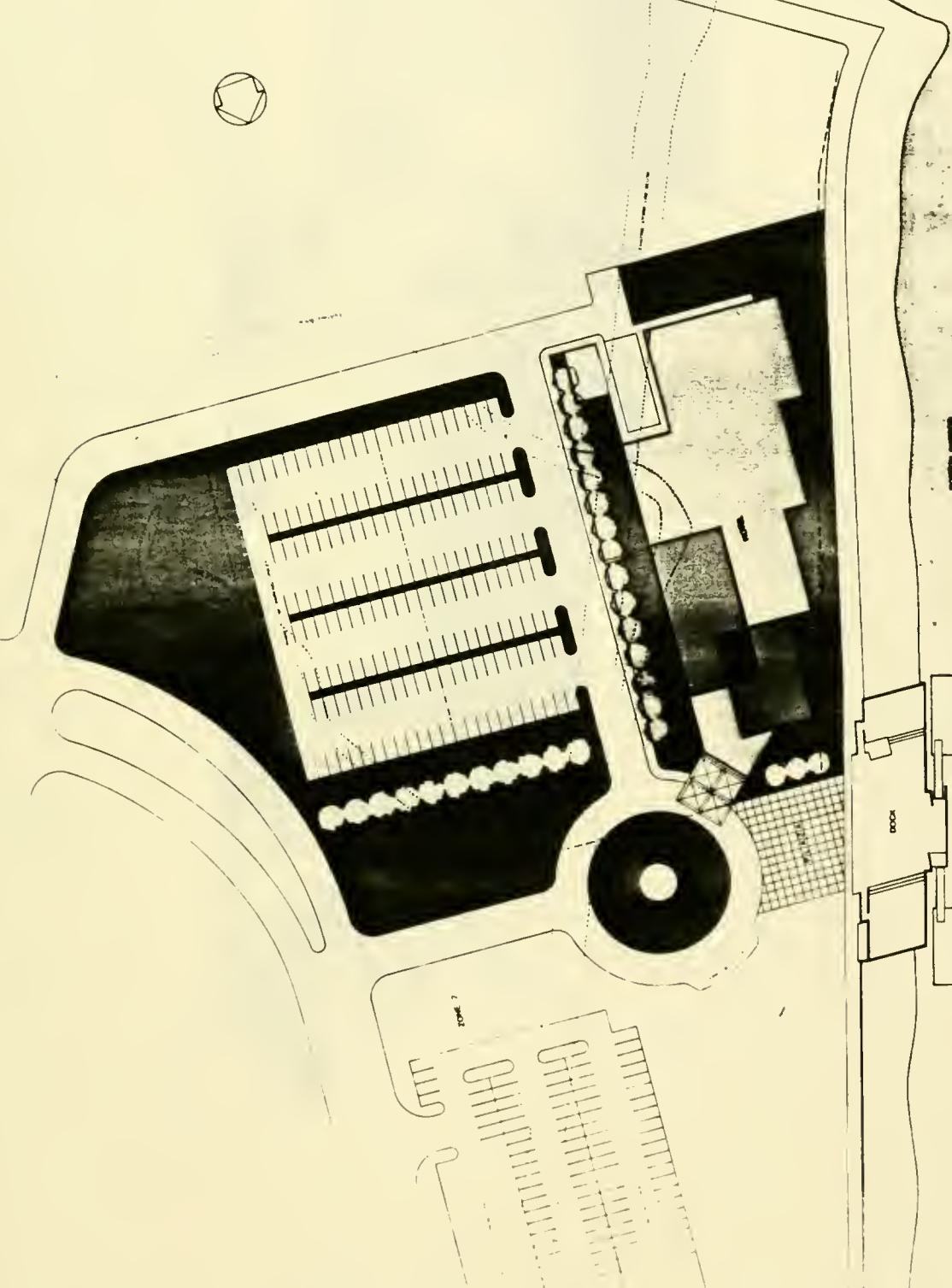
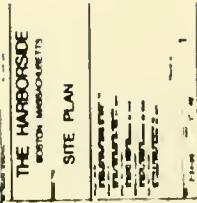
King	13'-0" wide x 16'-0"
Double/Double	13'-0" wide x 17'-6"
Bath	5' x 8'
Corridors	5' clear
Hospitality Suites are to have a walkaround wet bar.	

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E.L. BARNES SCHEMATIC DRAWINGS 2/24/86

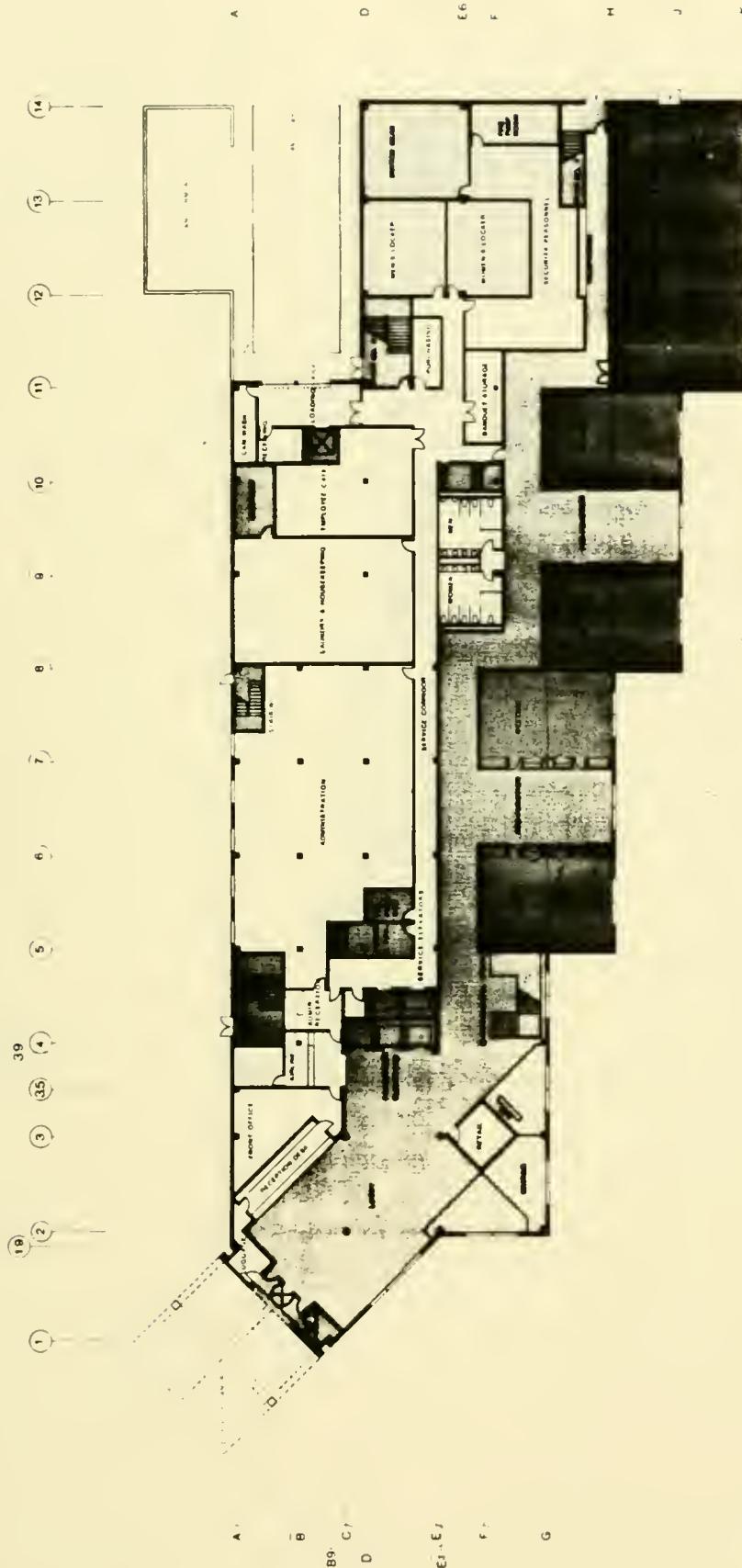
The following pre-schematic drawings are enclosed for illustrative purposes only. They are diagrammatic examples of a hotel program that works in plan and sections on the Harborside site.

The program enclosed in this RFP differs somewhat from the illustrated program in these drawings. Though the basic components are the same, these diagrams are included for your understanding of the site and are not intended as a definitive solution.



THE HARBORSIDE

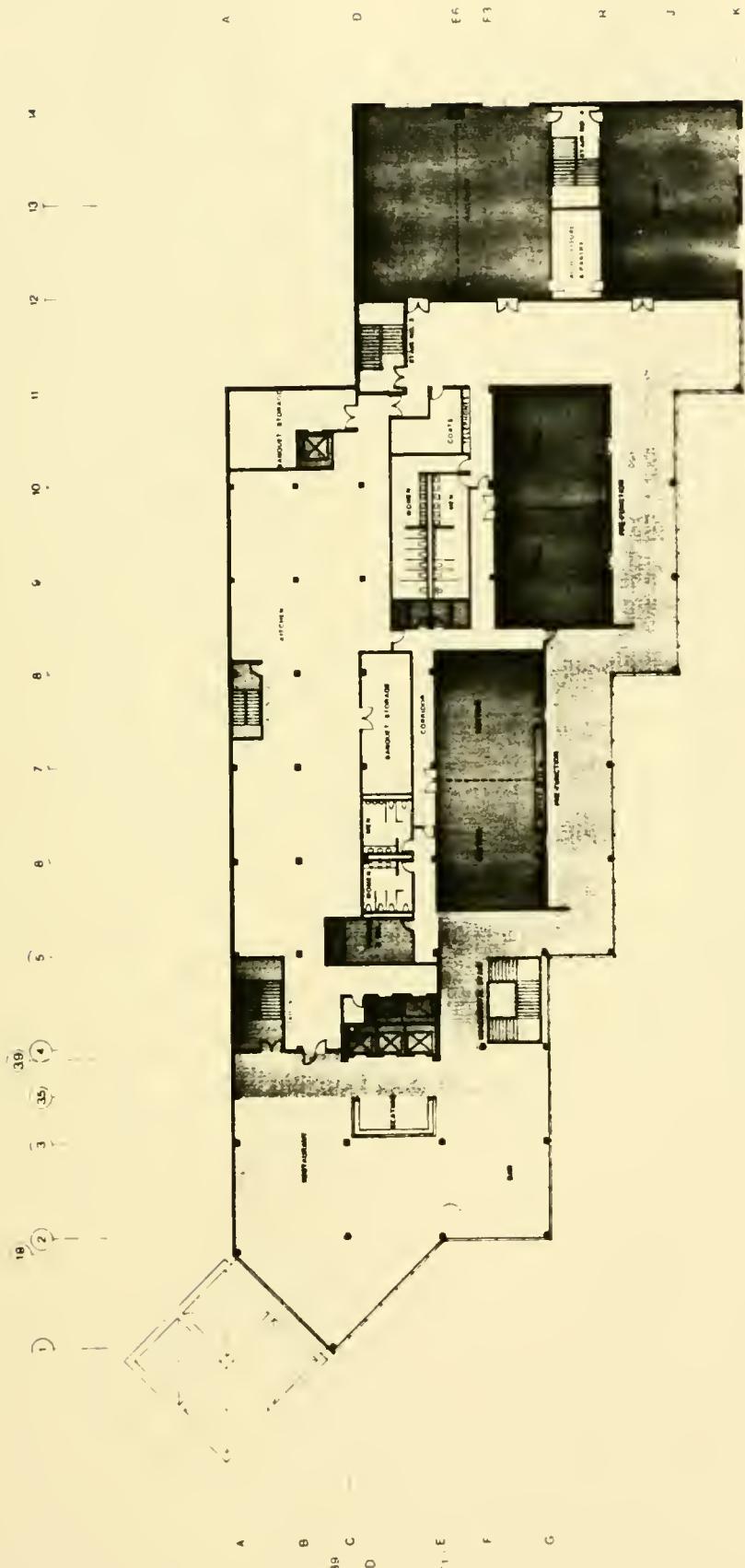
GROUND FLOOR PLAN

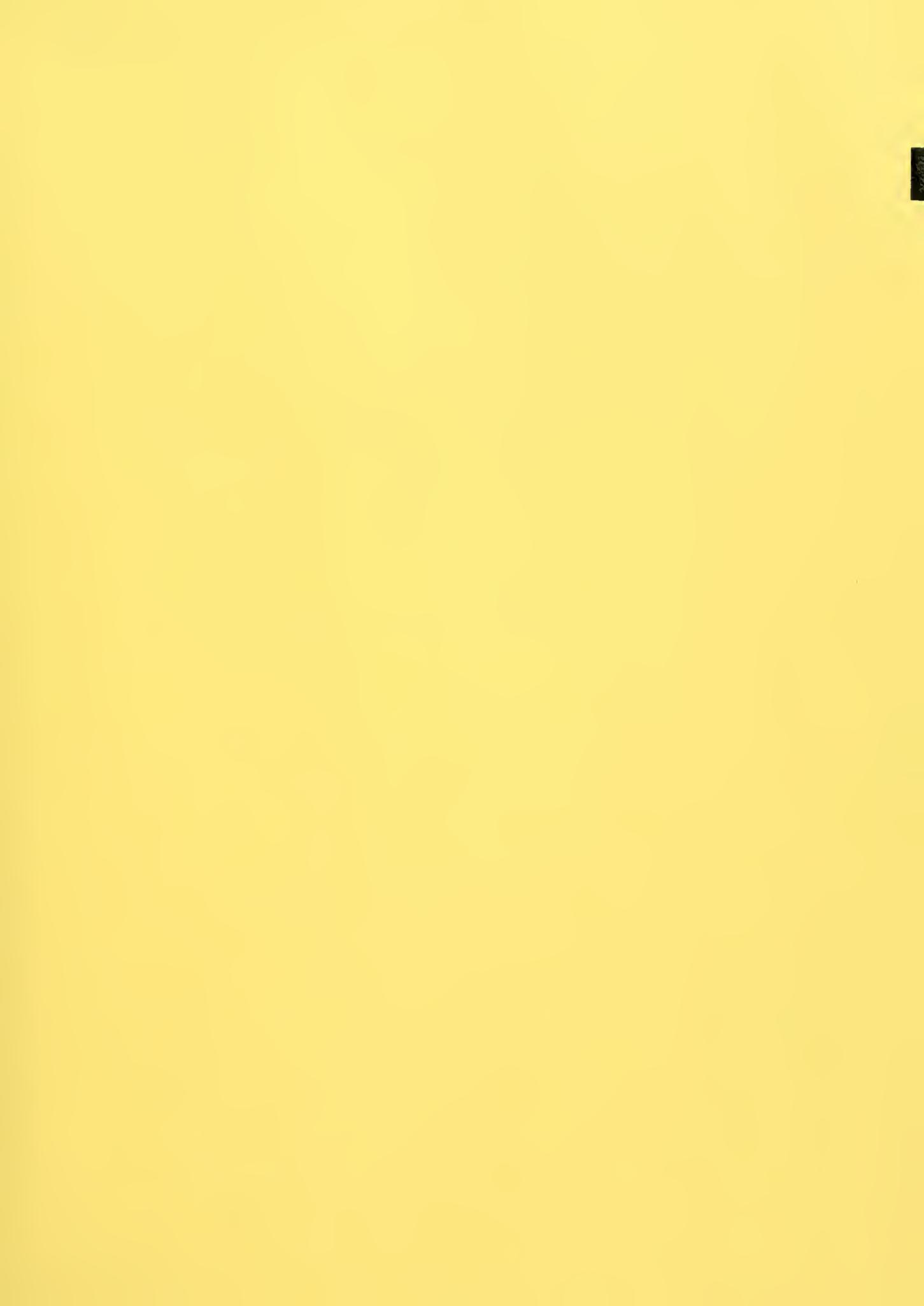


THE HARBORSIDE
ENTERTAINMENT

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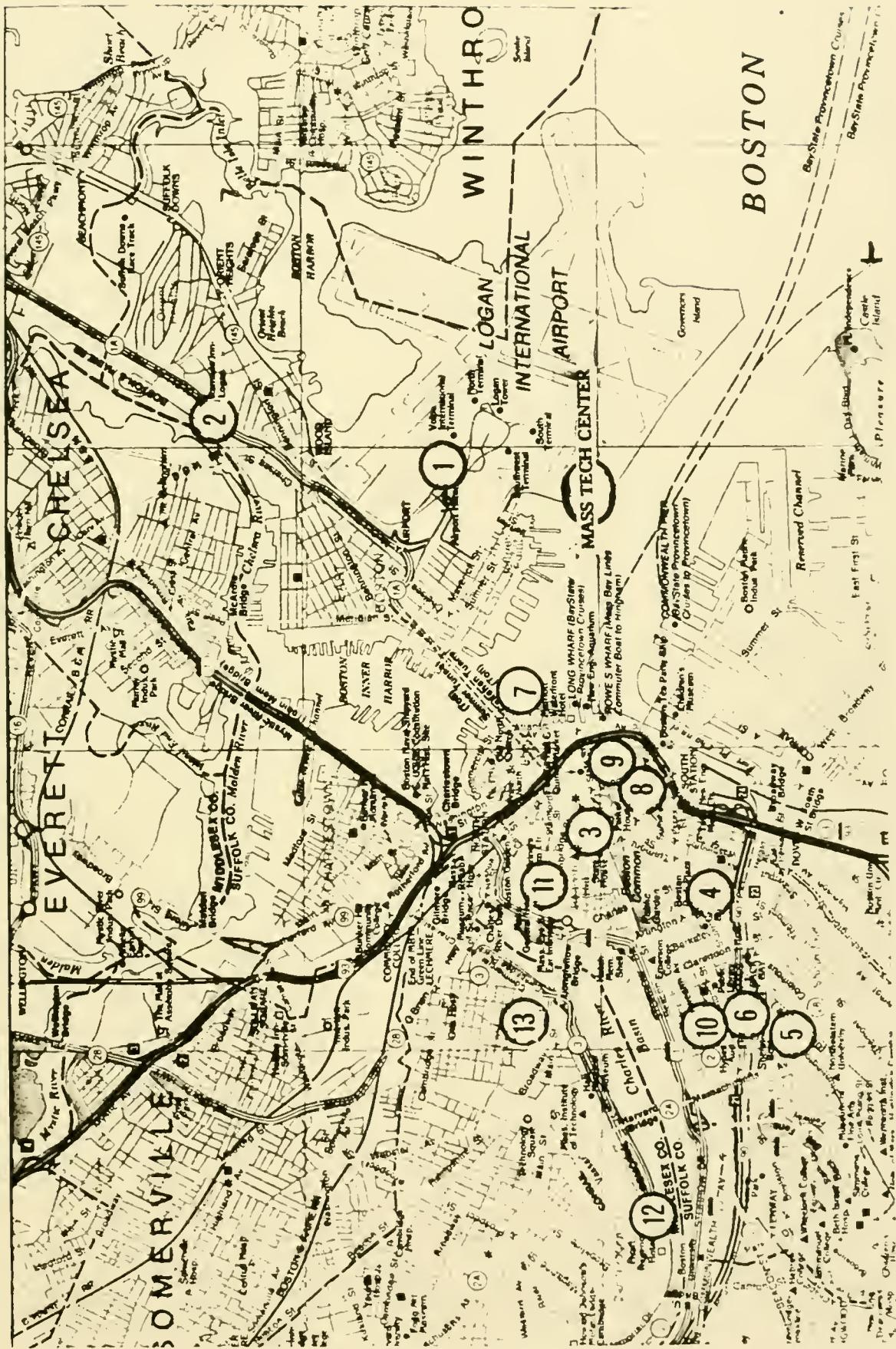




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*D. LOCATION PLAN
AERIAL PHOTOGRAPHS*

COMPETITIVE CONFERENCE HOTELS

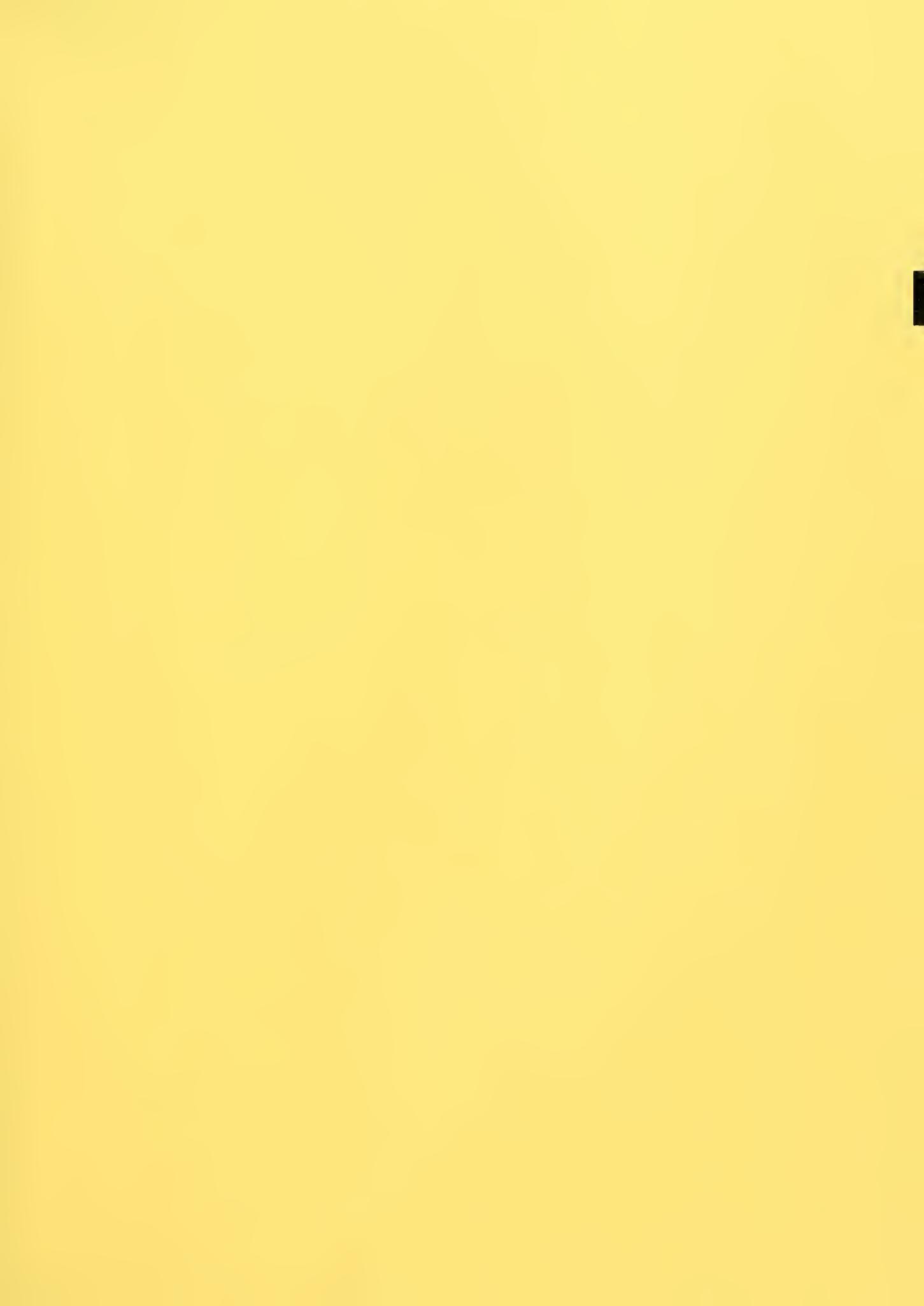






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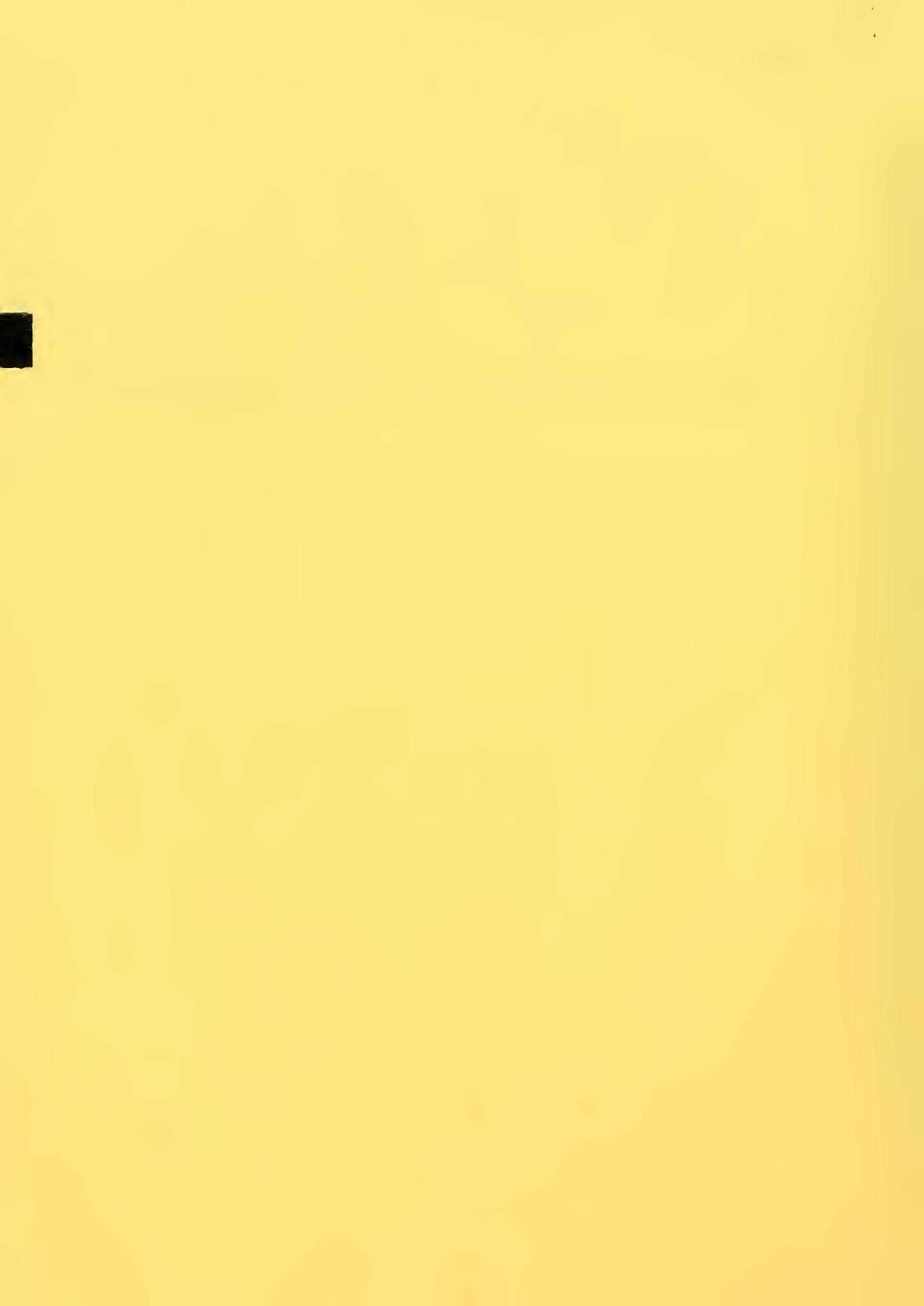
E. BIF UTILITY PLAN



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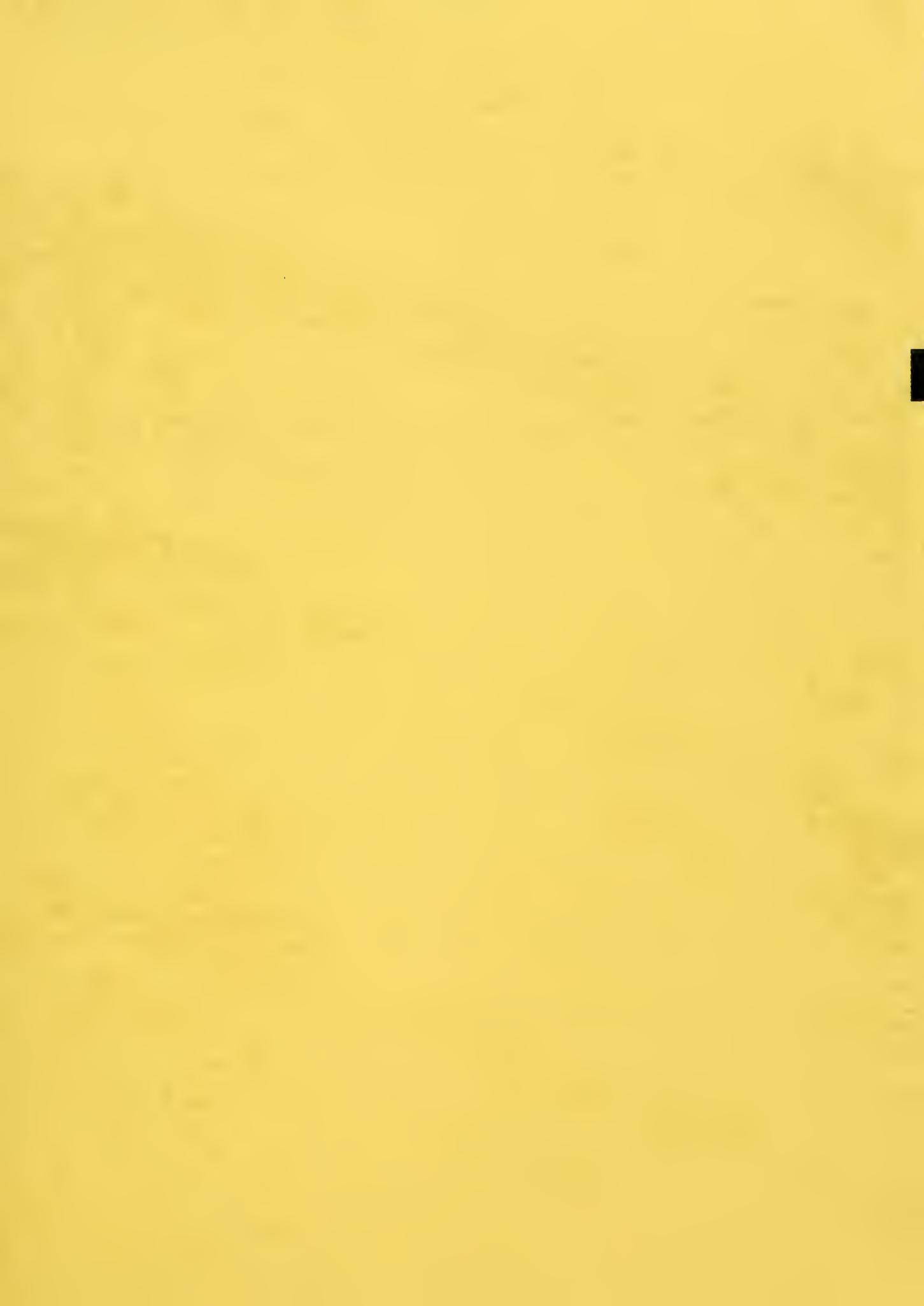
F. THIRD HARBOR TUNNEL





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G. MASSACHUSETTS TECHNOLOGY CENTER





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***H. MASSPORT/KRUEGER LOGAN SOUTH
DESIGN REVIEW PLANS***
(UNDER SEPARATE COVER)

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